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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

S-E-C-R-E-T

50X1-HUM

COUNTRY USSR (Moscow Oblast)

REPORT

SUBJECT 1. Internal Polishing Machine Plant No. 221
2. Lefortovskiy Energetics Institute
3. Electrical and Mechanical Repair Plant

DATE DISTR. 18 February 1959

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Attachment 1 concerns the Internal Polishing Machine Plant No. 221 and includes sketches showing the location of this plant in Kirovskiy rayon, the plant layout, and floor plans of some of the buildings.[1] Attachment 2 describes courses of study, qualifications, personnel, and other information of the Lefortovskiy Energetics Institute.[2] A description of the Electrical and Mechanical Repair Plant (Energo Mekanicheskiy Zavod) with a sketch of the plant layout are included in Attachment 3.

Comments: 50X1-HUM

1. This is probably the same plant as the Internal Truing Machine Plant No. 221 50X1-HUM

2. The name of this institute may be derived from Lefortovskiy val ulitsa which crosses Krasnokazarmennaya ulitsa.

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STATE	x	ARMY	x	NAVY	x	AIR	15	FBI		AEC					

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Rayón KIROVSKIY.

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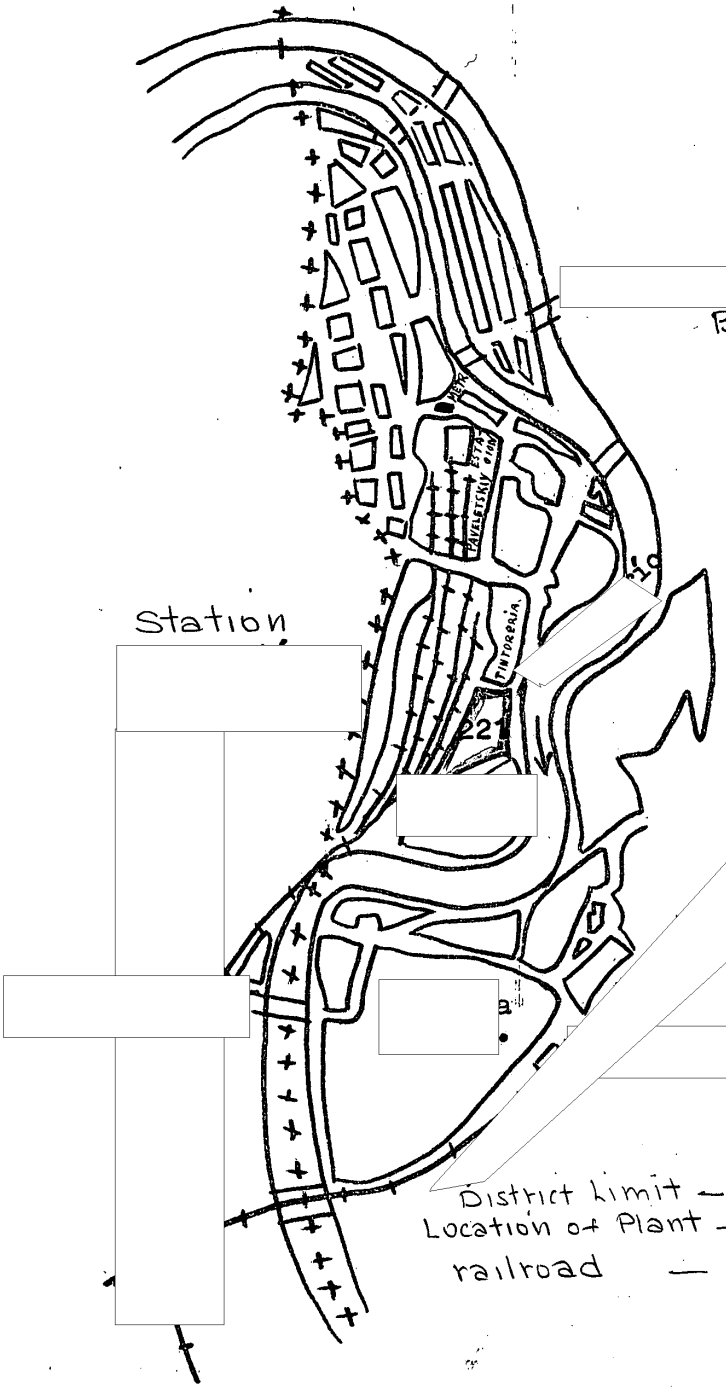
Polishing Machines Plant # 221



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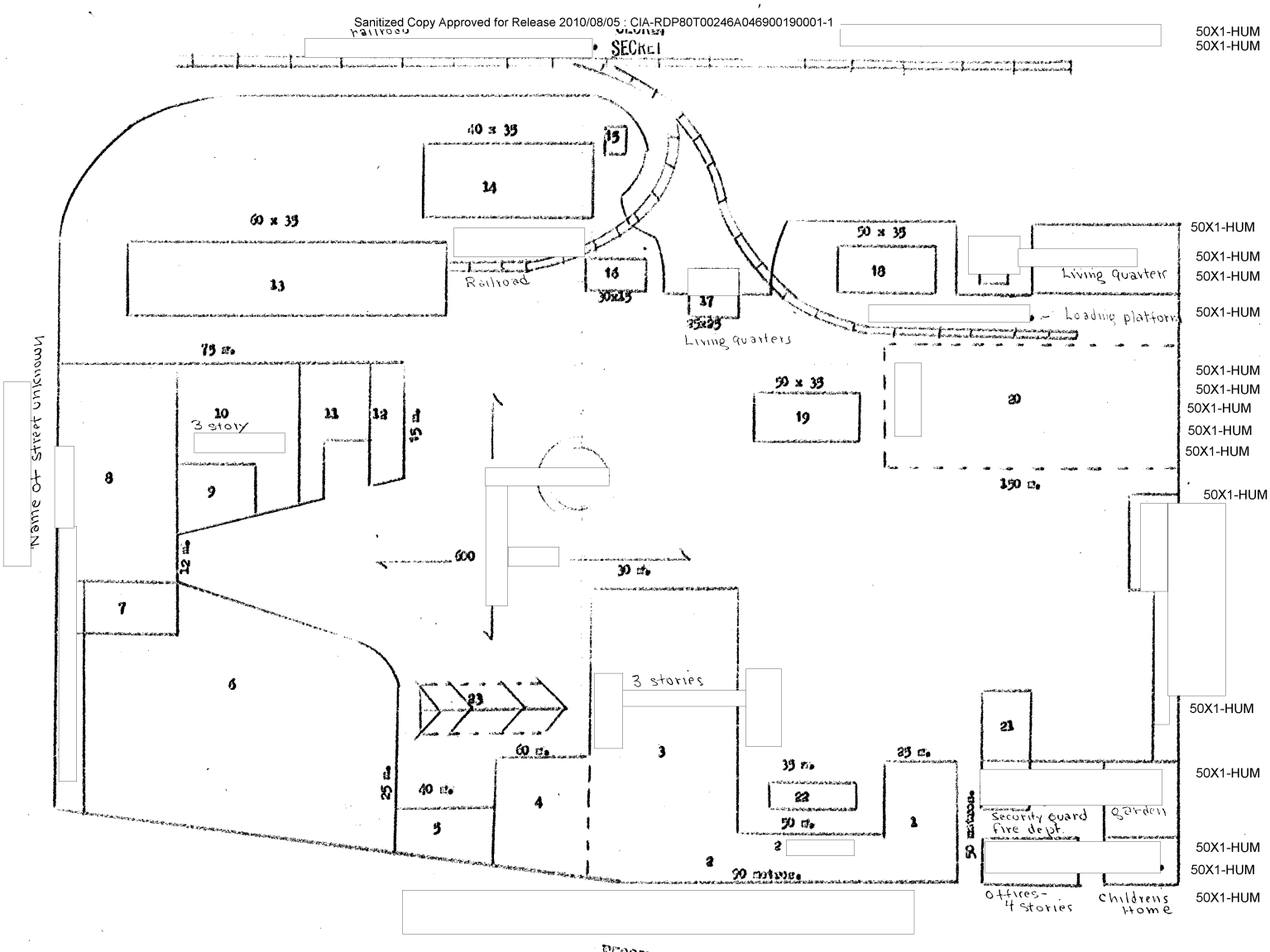

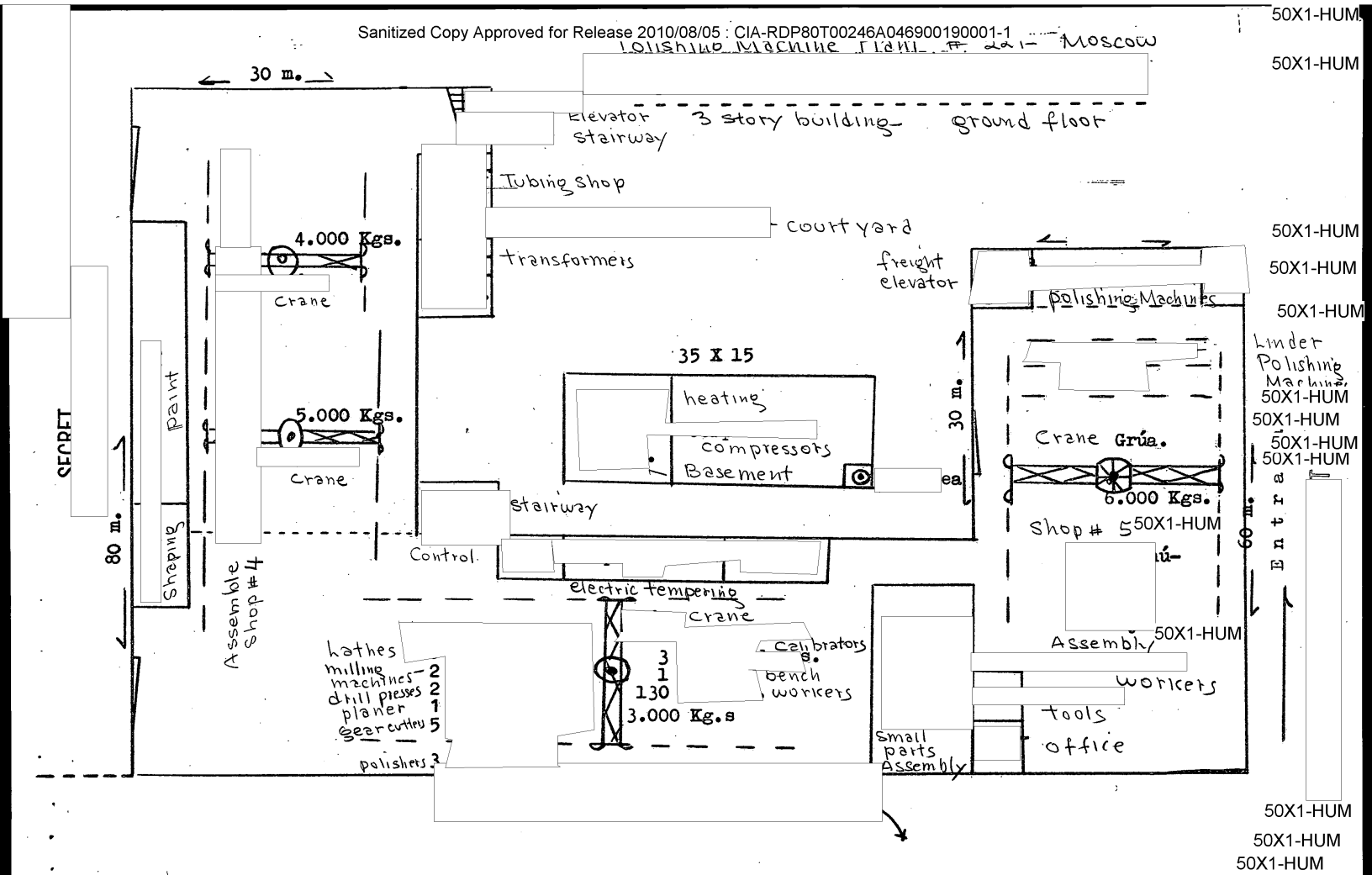

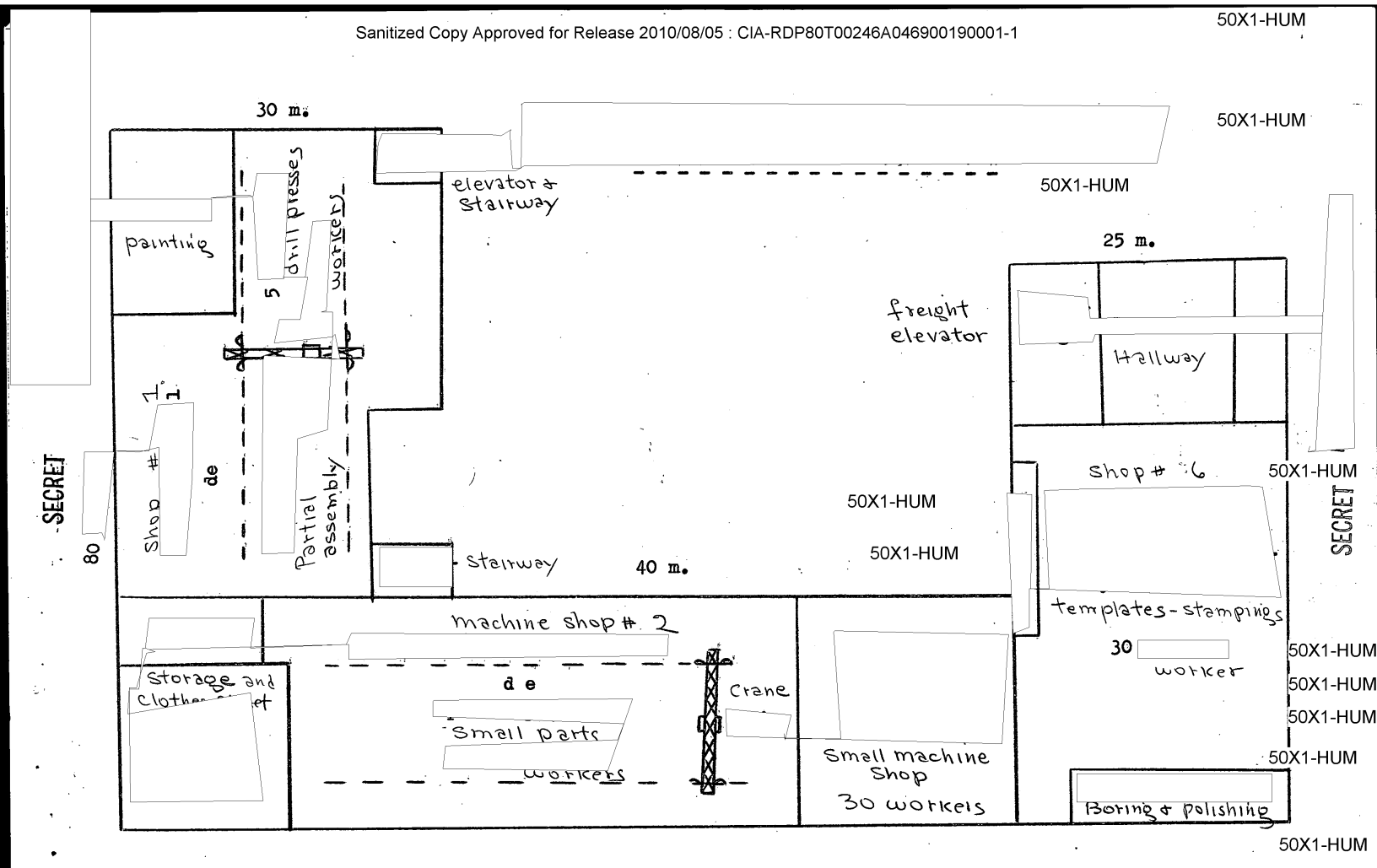

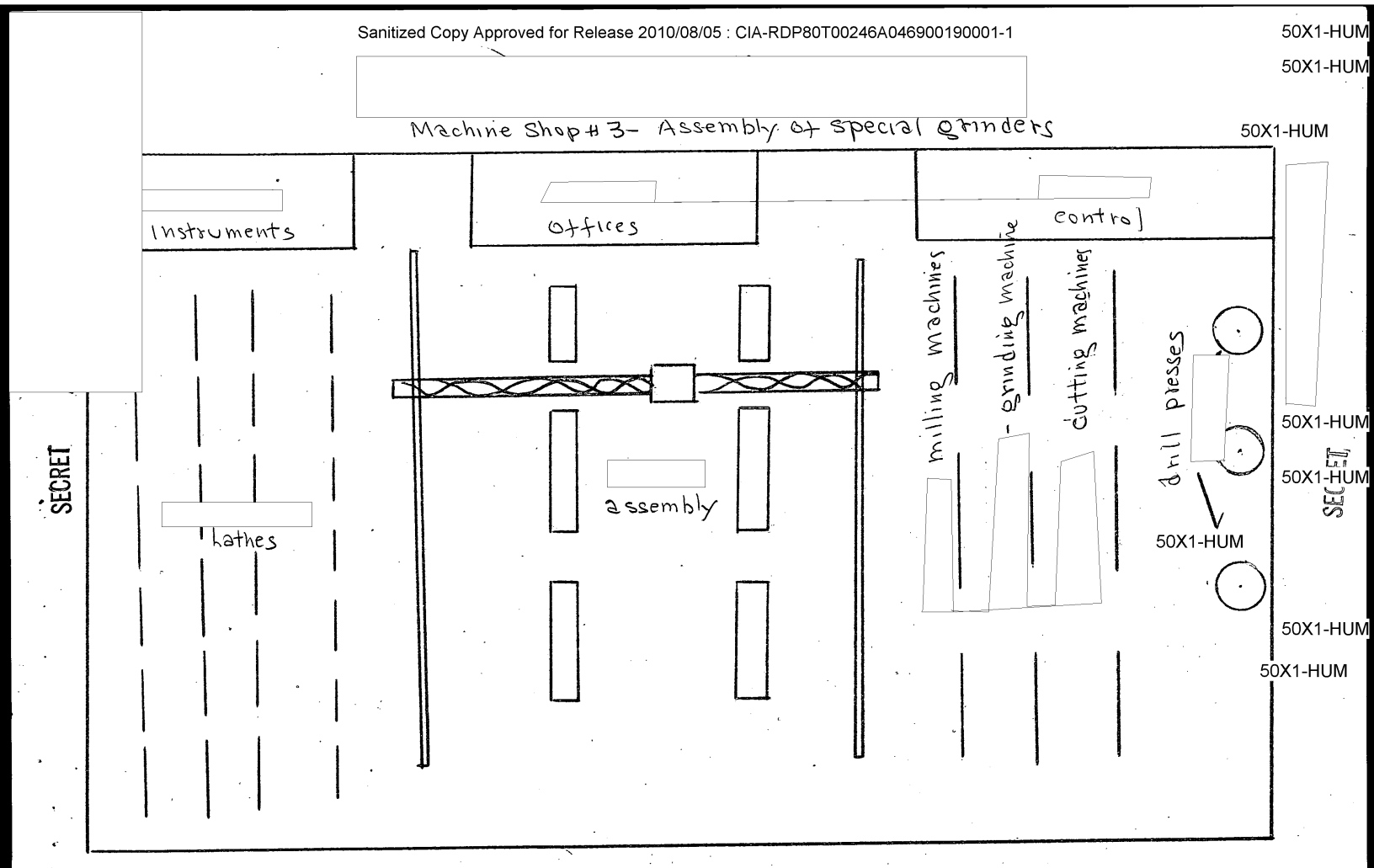

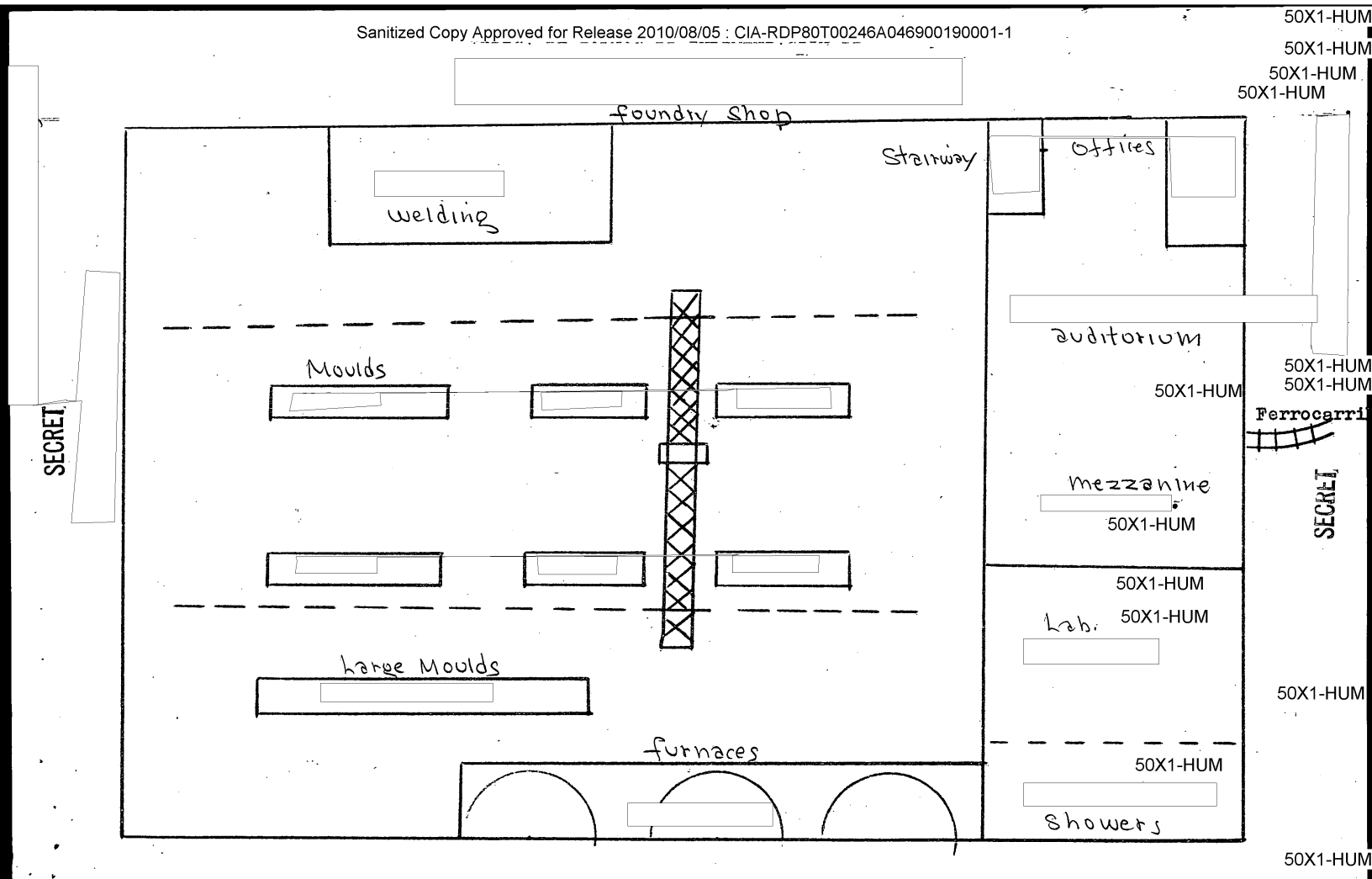

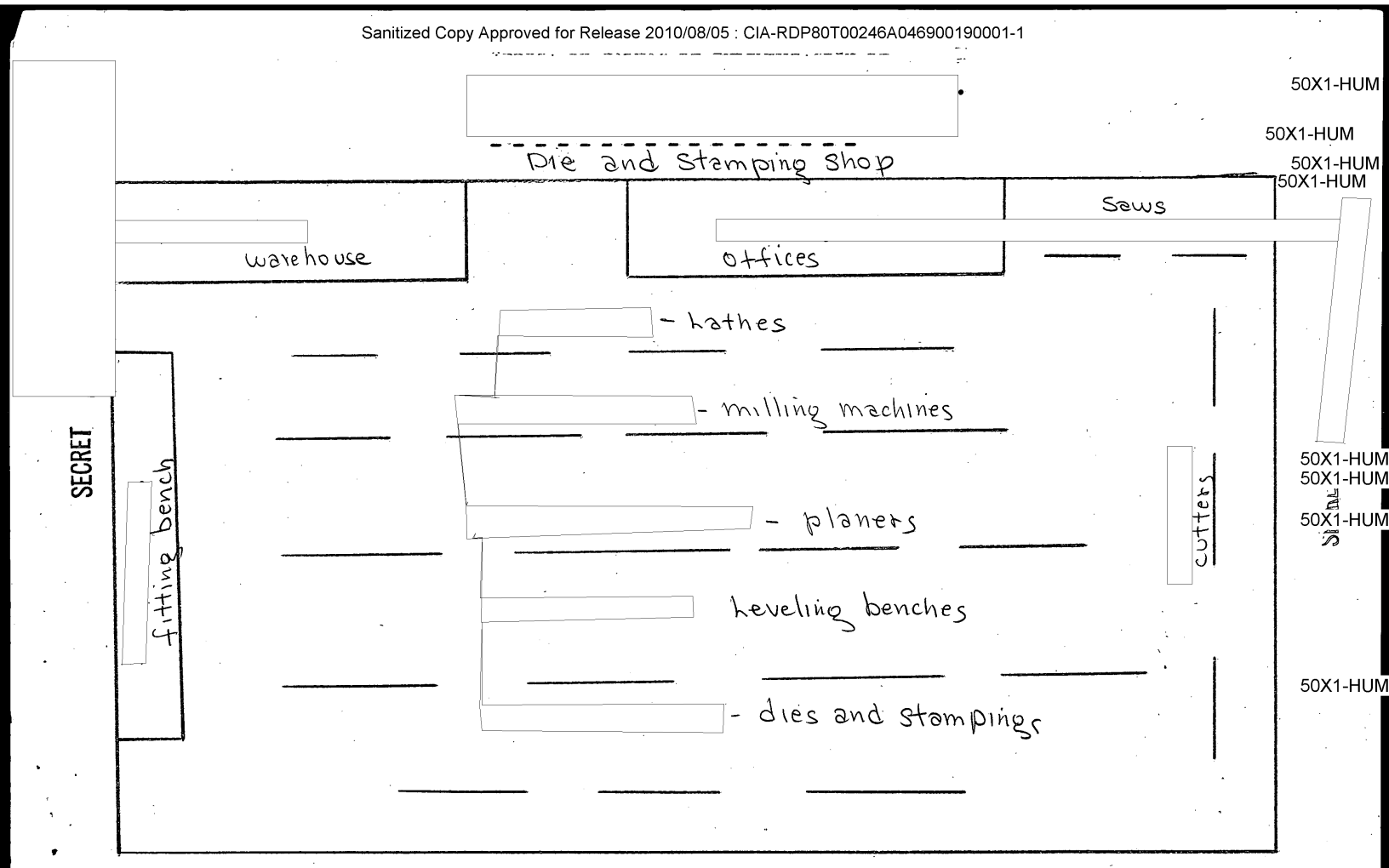

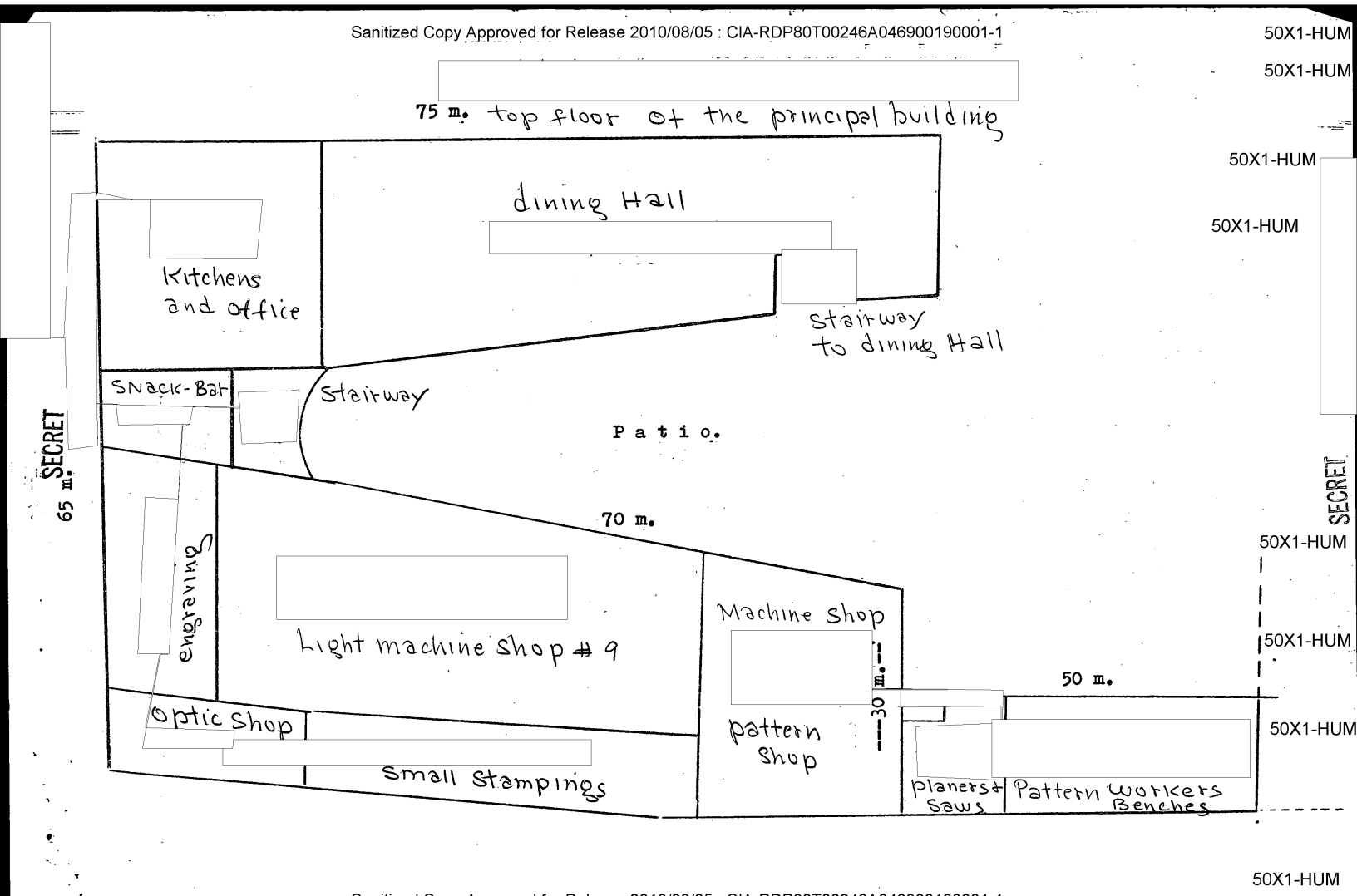

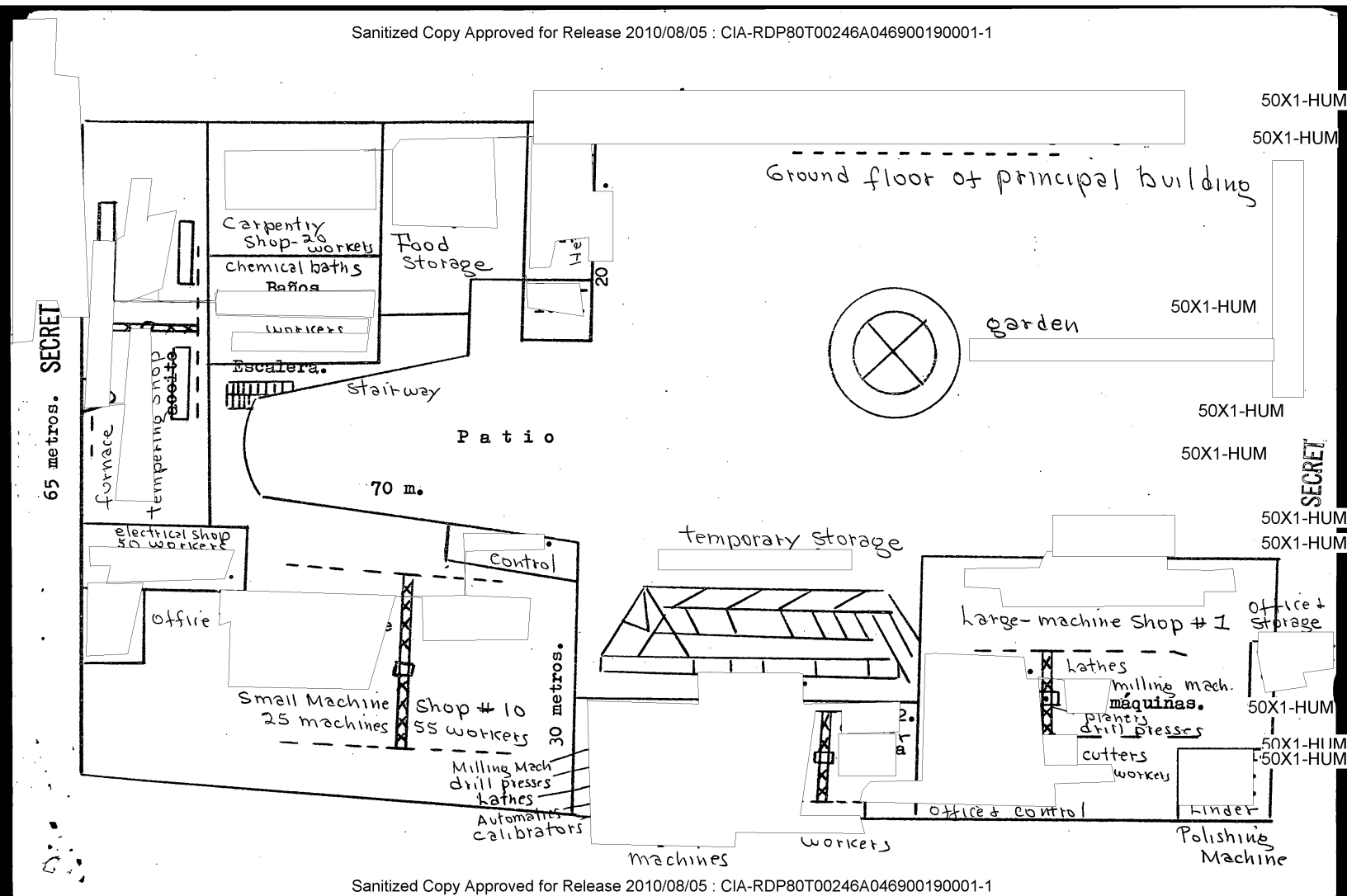

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Country : USSR (Oblast Mocow) 9 50X1-HUM

Subject: Internal Polishing Machine Plant no. 221 in Moscow 50X1-HUM

A. Plant Identification:

This installation was known as the Internal Polishing Machine Plant and was known ~~before World War II~~ after the Revolution as the ZAVOD PRES (press plant). It was under the jurisdiction of the Ministry of Machinery. The plant's trade-mark was Z.B.S.H.S. (Z VSh S)

B. Location of Plant:

The plant was located near the Moscow river in the KIROSKY rayon. To the north of the plant there was a street [redacted] that [redacted] 50X1-HUM separated the plant from a dye plant where blankets and textiles were processed. To the east it was bound by a road which goes along the Moscow river and which is called PAVERESKAYA NAVERESKAYA. To the south there was a street [redacted] there were a lot of 50X1-HUM poor houses on it. The freight sheds called TOVARNAYA formed the west boundry. It can be easily located by finding the KIROSKY rayon on the chart and then following the Moscow river to the point where DEBERNESKAYA ulitsa meets VERESKAYA NAB.

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C. Description of the Plant:

The plant was surrounded by a fence about two and a half meters high with a permiter of about 2,000 meters. There were three gates plus the railroad entrance. The plant's main axis were orientaded north and south.

D. General description of the plant buildings:

Most of the buildings of the plant were made off staccoed brick and were rectangular in shape with two stories and without basements. There were three large buildings and a number of smaller ones. The roof frames were steel and covered with metal. The buildings had sky-lights. The buildings appeared to be fire-proof.

E. General description of the plant's production: 50X1-HUM

this was one of the plants which had been brought from Germany after the end of World War II. This was one of the many plants that had been dismantled and transported to the SARATOV area. This plant copied the German precision polisher known as the LINDER and also produced another grinder known as no. 582 which was a high precision grinder which had 4 grinding cylinders or wheels made from a special composition resembling emery. Another machine, smaller than the ones described above was mass produced but source could not remember what it was called. They were also working on a large experimental machine which was a grinder. 50X1-HUM In addition to these machines the plant turned out stainless stell knives and forks, nuts and bolts and other similar items which were shipped to other plants.

the production series of 50X1-HUM grinder no. 582 was 18

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The equipment in this plant was made up of conventional lathes of different sizes, milling machines, planers, drill presses, emery grinding machines, power cutters and stamping presses. 50X1-HUM

Some were foreign made.

there were a number of German machines. The equipment was of good quality but ~~not~~ in very poor ~~good~~ condition and there were complaints from the workers. Most of them had been manufactured prior to World World II with the exception of the German grinder LINDER. 50X1-HUM

The finished product left the plant by truck.

some of the product was designated to China and Hungary. 50X1-HUM

the plant employed about 1, 800 workers. The allowable tolerances of error depended on the section and the margin was .01 mm. 50X1-HUM

Some small military items were made by the plant and workers who produced these items received additional pay.

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E. Raw-materials :

As a rule the bed-frames of the big equipment came ready made from other plants and the smaller parts were made at plant no. 221. The raw materials used by this plant were as follows: wrought iron, cast iron, bronze, chrome, brass, coal, diesel oil, mineral oil, grease, alcohol, turpentine-base paint, lumber and illuminating gas. There was no open air storage .

F. Water Supply:

The city of Moscow supplied water for this plant and it came through under ground conduits. The plant had no water towers or pumping station

G. Source of power:

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H

G. Source of power:

[redacted] the source of electrical power for this plant [redacted] was inadequate and there were a number of work stoppages requiring the constant changing of the work schedule. There were more power failures during the winter months [redacted]

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The plant did not have an emergency source of electrical power.

I

H. Crating:

Machinery to be shipped was first blocked so as to prevent damage from the movement of parts. Then the equipment was covered with a coat of grease to prevent rusting and to protect it from moisture. After it was wrapped in a kind of soft waxed paper followed by a wrapping in a strong, heavy, tarred-paper and finally put in wooden crates.

J

I. Transportation

a. Railroads:

The plant was connected by a wide gauge railway line to the MOSCOW-STALINOGORSK line through the MOCKAYA TOVARNAYA freight station.

The freight cars that served the plant were of the four axle type and hauled by old-fashioned locomotives. The trains hauled coal and also sand for the building under construction.

[redacted]

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b. Highways and motor transportation:

Bed-frames which were made in other plants were brought to plant no. 221 by truck. Much of the raw material used by the plant was also hauled by truck and the finished product left the plant by the same means. The plant had an undetermined number of trucks of unknown capacities and a suitable garage for their maintenance. The DEBERNESKAYA NAB highway passed to one side of the plant. This was a black-top highway about 16 meters wide with good drainage in the vicinity of the plant.

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This highway was adequate for the plant's traffic.

K. Storage and stock-piling: 50X1-HUM

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there were five warehouses connected with the plant. The most important one housed spare machinery for the plant. 50X1-HUM seen gasoline drums, grease drums, cans of paint and other things of this nature.

L

M. Production figures: 50X1-HUM

estimated the monthly output of the plant about 50X1-HUM 25 machines of undetermined design. the assembly section had an overload of work at the end of each month to meet the norms whereas in the machine shops the work was evenly distributed,

N Working conditions:

The plant worked one shift with some machine shops working two. The normal work week was 46 hours of work. Workers on the first shift had 40 minutes off for lunch and the night shift had twenty minutes off. The annual vacation consisted of two weeks but workers who had unhealthy jobs were given 24 days. the sanitary condition of the plant as good. 50X1-HUM

O Security :

The security force consisted of about 10 women guards on each shift armed with pistols. Four dogs were placed in strategic spots within the plant at night. A pass with the workers picture and number was used as identification and shown upon entering and upon leaving plant. Workers were permitted to from shop to shop. The fire fighting unit was made up of six workers.

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B. Organization and personnel:

The plant's superintendent was a Russian

The assistant plant superintendent was named KHALISHEV

The administrative set-up in the plant followed the normal Soviet patter. The plant employed about 1,800 workers 50X1-HUM with the majority being adminsitrative personnel

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There were constant gripes by the workers because the cost of living kept rising and because the amount paid for piece work was constantly skrinking. Workers also complained about the special privileges enjoyed by party members and members of the Komsomol, who got the best paid jobs. There was considerable absenteeism caused by drunkness and by workers quitting their jobs.

P. Production deficits and attempts to cover them:

There was constant propaganda by the Party and the labor Union to increase production but the results were meager. 50X1-HUM the chief cause of this deficit was the failure of the raw material to arrive on schedule. The plant was well organized but because of the bureaucracy there were lot of unqualified people in key jobs. Poor maintenace and improper utilization of machinery were also contributing factors. 50X1-HUM there was considerable falsification of records to cover the production deficits. This falsification consisted of changing the monthly production figures. This juggling of statistics was one of the reason why the plant changed superintendents so many times.

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deficits continued

The plant was contructing a new building which would house new equipment and was planning to reorganize the other shops . In this way production would be increased. 50X1-HUM this plant could be converted to war production because it had old and out-dated equipment and because it lacked floor space.

Automization: 50X1-HUM

There was no automization in this plant and no plans for accomplishing this in the future.

Civilian defense: 50X1-HUM

the best defense would have been the deep subway tubes. there was 4 new subway lines under construction which would unite the LENINSKY and KIEEVSKY rayons with the center of Moscow, passing under the Moscow river. not any civilian defense program connected with the plant.

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Legend to attached Sketch

Building no.	Shop no.	Function
1.	5.	Assemby and LINDER grinders (ground floor)
2.	1.	Production line. Ground floor
3.	4.	Assembly line Ground floor
4.	1.	Machine shop with large equipment Ground floor
5.	2.	Small automtaic machines Ground floor
6.	10.	Machine shop with small equipment Ground floor
7.	11.	Electric shop Ground floor
8.	12.	Tempering shop Ground floor
9.	13.	Chemical baths Ground floor
10.	14.	Carpenter Shop Ground floor
11.		Food storage. Ground floor
12.		Central heating plant " "
13.	8.	Foundry on ground floor Auditorium and laboratory on the second floor.
14.	3.	Machine shop and assembly of special grinders
15.		Gasoline storage
16.		Transformer station
17.		Clinic and living quarters
18.		Storage
19.	7.	Press and stamping shop
20.	2	Large building under construction
21.		Garage
22.		Compressors and heating plant

Second-floor

1	6.	Stamp and template shop
2.	2,	Light machine shop
3.	15.	Parcial assembly
4.		This building has no ground floor patterns
5.	16	Planing machines, saws and wood patterns
6 and 7	9	Light machine shop. Engraving. Pressing shop and optical shop
8.		Kitchen, food storage and dining hall
9. 10. 11. 12.		Dining halls

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COUNTRY: USSR (MOSCOW)

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SUBJECT: MOSCOW LIFORTOVO ENERGETICS INSTITUTE

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[redacted]

LEFORTOVSKIY

MOSCOW ~~LIFORTOVO~~ ENERGETICS INSTITUTE

The Lifortovo Energetics Institute was located in the city of Moscow on Krasnokazarmennaya ulitsa in a large modern building.

CURRICULUM

Each faculty had 100 professors, among which were lecturers (professors with degrees) and assistants. Each course had nine lecturers and 13 assistants. Classes were held from 0900 to 1500 hours and all the students attended between these hours. Students had eight hours of two-hour classes with ten minute breaks in between. All the students were given a lot of homework i.e. theory as well as practice work which was done outside of class hours.

[redacted]

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ALLOWANCES

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STUDY PLAN

studies in electrical engineering at the Moscow Energetics Institute. was divided into mechanical electrical engineering and electrical engineering for hydraulic stations

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STUDY PLAN FOR ENGINEERS FOR HYDRAULIC STATIONS

First course: Principles of Marxism-Leninism; Political Economy; Higher Mathematics; Physics; Chemistry; Higher Geometry of Space; Linear Drawing; Theory of mechanics, statistics, and dynamics; Practice work and problems on these subjects.

Second course: Principles of Marxism-Leninism compared with Capitalism; Resistance of materials; technology of metals; Machine parts, machines which lifted weights, and theoretical plans on the subject; Higher matnematics; Physics; Higher Geometry of Space; Linear drawing; theory of mechanics and dynamics; Principals of electrotechnics; Hydraulics; Practice work and problems on these subjects.

Third course: Electric machinery; electrical systems; Electrotechnics; Electrical measurements and measuring apparatus; Resistance of materials; Hydraulics;

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Plans of electrical machinery; Theory of construction and constructions; 50X1-HUM

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Hydrotechnical centers; Practice work and problems on these subjects.

Fourth course: Main power stations and electric sub-stations; Hydraulics; Antecedents (?) of hydraulic stations; Theory of constructi n and constructions; Research of hydraulic energy; Plans of a reinforced concrete hydraulic construction; Hydrotechnical construction; Complete plans.

Fifth course: Hydraulic machinery - turbines; Turbines and plans for them; Exploiting and assembling a hydroelectric center; Hydrological engineering; Hydroenergetics (?); Plans for hydroenergetics; Economy of hydraulic enrgy, thermoelectric center; Security techniques and firefighting methods.

COURSE FOR OBTAINING DIPLOMA

To obtain a diploma, students had to take a nine months course. This course was a summary of everything studied, especially those subjects pertaining to their major. The test consisted of drawing plans of a hydroelectric station; the student had to defend a thesis on this subject. They were given two months of practice work at the end of each term. The Study Center divided students into subject groups for practice work and gave them a practical examination at the

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end. this practice course was hard to pass since it covered a wide field and professors demanded that students be thoroughly qualified. The professors had to see that maximum work was divided evenly between theory and practice. Superior educational subjects were adequate and covered wide fields. Lecturers and assistants were highly trained in the subjects they covered (teaching methods differed only in the professor's character or on the educa-

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tional training he had received). All were sufficiently qualified and some of

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the outstanding ones belonged to the Academy of Sciences. Usually, students

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did not have to be walking dictionnaries, but when their study plans were made up according to their major, marks and elegibility for a doctor's degree were based upon students' intelligence. Students were required to know everything in their speciality pertaining to the methods and techniques used for USSR political plans and norms.

SOCIAL AND POLITICAL TRAINING

Students did not do social work and only onee a month did they have meetings on the subject of studies. these meetings were a good thing because they stimulated students' interest

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QUALIFICATIONS REACHED

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the subjects studied at the Energetics Institute gave students good preparation for their jobs and the way to handle

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them.

When they finished their studies, a commission of 15 persons representing the Ministry of Industry visited the Institute. Some represented enterprises or centers which needed personnel, the Labor Union, or the Army (if personnel from

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any speciality was needed).

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The Commission preferably wanted 50X1-HUM

specialists on the construction of hydraulic stations for the Ministry of the Energetics Industry, construction companies, agriculture, and the Ministry of Secondary Education. Once the commissions succeeded in getting the specialists, they had a meeting to make arrangements and let them choose their posts, insofar as possible, so as to adapt the specialists' interests to the needs.

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in Siberia (Magadans) they paid three times as much, got special supplies, and two months' annual leave. In northern Russia, where no one wanted to go, they were paid twice as much and got more leave because of the climate.

PERSONNEL

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the following Soviet personnel:

(Full Name Unknown) Professor of hydraulic machinery.- He had an engineering degree, belonged to the Moscow Academy of Sciences, and was the Director of the 50X1-HUM Hydraulics Research Institute located on ulitsa Bauman.

Isbars (fnu) Professor of Hydraulics.- He was the inventor of a hydraulics 50X1-HUM theory which was accepted by the Academy of Sciences.

Glasunov (fnu) Professor of Higher Geometry.- He had published many books which 50X1-HUM were used as texts in many centers of higher learning. he was a member of the Academy of Sciences.

There were many foreign students of all nations at the Energetics Institute;

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[redacted] 50X1-HUM

they included North Koreans (the majority), a number of Chinese (who were outstanding for their clear minds and good preparation), students from behind the 50X1-HUM

Iron Curtain [redacted] Shi-Ya (possibly form Northern China) was one of the most outstandingly intelligent students. [redacted] he would 50X1-HUM probably be selected for futher higher studies.

The most outstanding Russian students were the following:

Men.- VITALI KARPOV, GISIM (fnu), and GRUSINOV (fnu).

Women.- TAMARA BUSHUYEVA, TAMARA FILIPOVA, and MELIA BARTINOVA (wife of Vitali Karpov).

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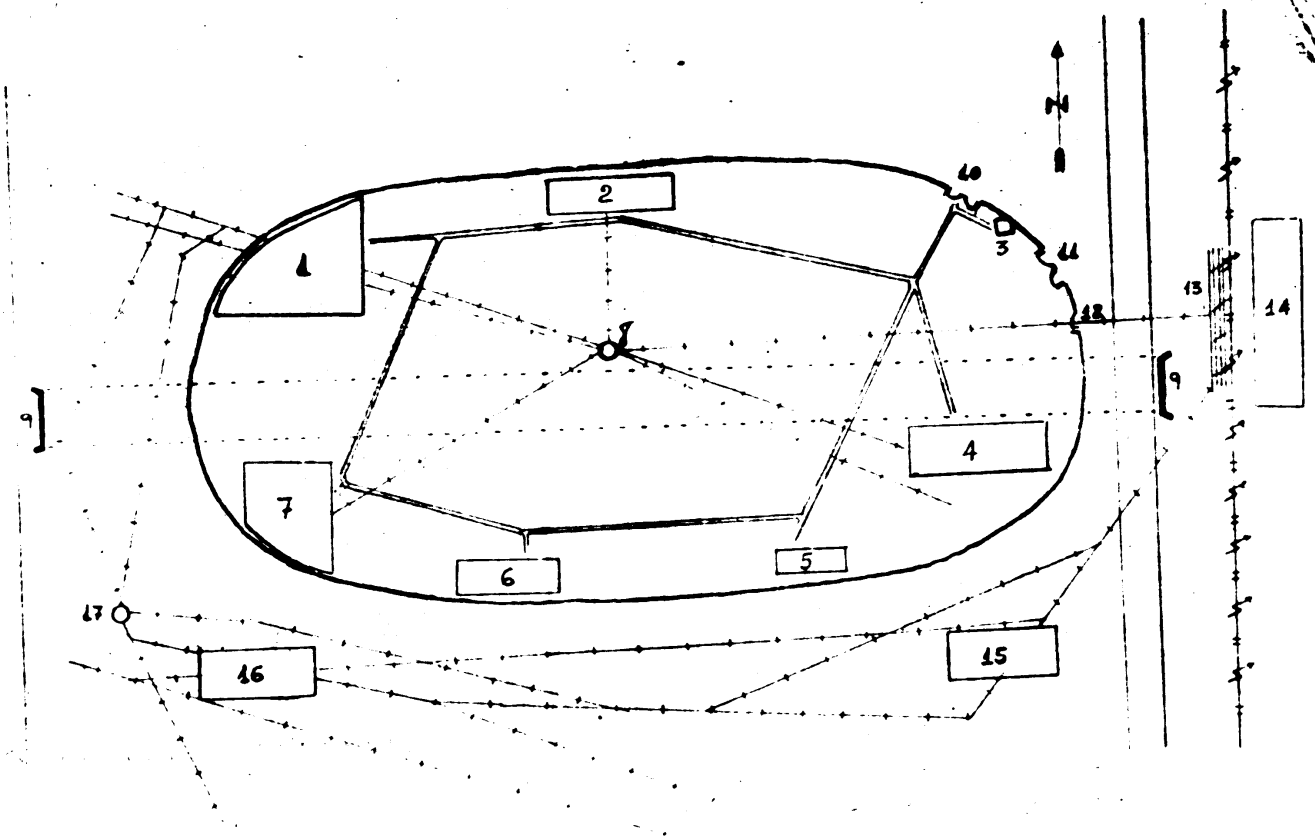

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COUNTRY: USSR (MOSCOW OBLAST)

SUBJECT: ELECTRICAL AND MECHANICAL REPAIR PLANT
(ENERGO MEKHANICHESKIY ZAVOD)

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[redacted]

ELECTRICAL AND MECHANICAL REPAIR PLANT

The Electrical and Mechanical Repair Plant (Energo Mekhanicheskiy Zavod) was located in the city of [redacted], Lublinskiy oblast, in the western part of Moscow oblast, near the Llublino raion railroad station.

It was subordinate to the Ministry of Railroads. There were no underground installations or new constructions.

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PRODUCTS

In general the plant handled repairs. On the other hand, however, it also manufactured the following:

Small turbine transformers, Diesel motor railroad cars, electric and electric Diesel generators mounted on rail cars & generators installed in [redacted] stations (characteristics unidentified).

Centrifugal pumps for cleaning and filtering motor oil.

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[redacted]

Some parts for Diesel motors, turbines, and plant machinery.

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In 1956, the plant's Boiler Shop № 2 assembled washing machine cars for the Army;

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BUILDINGS AND THEIR ACTIVITIES

Diesel Motor Repair Shop (№1): This was a one-story brick stuccoed 30 x 10 x 10-meter building that had a metal structure and a uralite roof covered with sand and tar. it was fireproof; it had no basement.

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This shop repaired Diesel motors locomotives and electric Diesel generators mounted on railroad cars. It had an unknown number of Russian & German lathes, milling machines, planes, etc. which were installed in the plant in 1945 when it opened.

Most of the Diesel motors and electric Diesel generators mounted on r.r. cars were manufactured in the USSR.

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This shop only handled repairs and if some part had to be made it was fitted to the motors after repairs. Between 40 and 50 employees worked here.

Boiler Shop (№ 2): This was a one-story 10 x 5 x 7-meter brick stuccoed building that had a metal framework and a black uralite roof covered with tar and sand.

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it was fireproof; it had no basement. It made centrifugal pumps for cleaning and filtering impure oil that was to be used in locomotive Diesel motors. In 1956, this shop assembled washing machine cars for the Army. It had fitters' work benches, two milling machines, two planes, and two lathes, all of Russian make installed in 1945 and in good condition.

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The centrifugal pumps were shipped out by rail to unknown destinations.

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they made 10 centrifugal pumps and assembled 5 washing machines cars a month.

Garage (№ 3): This was a one-story 7 x 5 x 6-meter brick stuccoed building that had a metal frame-work and a uralite roof covered with tar and sand.

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it was fireproof; it had no basement. It housed plant vehicles and had a small repair shop. Drivers and mechanics numbered 12 altogether.

Turbine Repair Shop (№ 4): This was a 10 x 8 x 6-meter brick stuccoed building that had a metal framework and a uralite roof covered with tar and sand.

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it was fireproof; it had no basement. This shop repaired steam turbines which produced electricity. These were installed in stations where the electric trains stopped. It repaired and maintained turbines for all the electric trains in the USSR, for illumination in stations, and for some unimportant towns. It had eight brigades of technical electricians, one turbine mechanic and one master. This personnel was sent every year to installations of this

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type located in the Soviet Union. The majority of these turbines were 250, 500, and 1000-kilowatt turbines A few were made in the Leningrad plant; they were of similar type with slight variations. This shop had two Balancing (BALANSIROVOCHNYY) machines which measured the counterweight of the discs (?). It had 400employees besides the brigades.

Administration Building and Offices (№ 5): This was a two-story 10 x 6 x8-meter brick stuccoed building that had a uralite roof covered with tar and sand.

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it was fireproof; it had no basements.

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s building housed the management, administration, and offices of the plant. It had 200 employees on one shift.

Water Tank and Boilers for the Heating System (№ 6): This was a 10 x 10 x 7-meter brick stuccoed building that had a uralite roof covered with tar and sand. it was fireproof; it had no basement. The water tank which supplied the shops and two boilers for the heating system were located here. It had 20 employees.

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Electric Construction and Repair Shop (№ 7): This was a two-story, ten-meter high brick struccoed fireprroof building that had a metal framework and a uralite roof covered with tar and sand. It had no basements. It had the following shops:

Machine Shop (First floor): It made spare parts for locomotive and electric Diesel generators mounted on r.r. cars, for turbines, and for plant machinery.

Electric Shop (Second floor): This shop repaired electric parts of locomotive motors, of electric Diesel generators mounted on rr. cars, of turbines, and for the plant. It also made small transformers to be installed in turbines and on electric Diesel generators mounted on rr. cars which were installed in numerous railroad stations. It had 10 lathes, four truing machines, six milling machines, etc.

Laboratory (Second floor):

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Revolving Bridge for changing tracks (№ 8).

Wooden Pedestrian Bridge (№ 9). It was suspended 12 meters above plant installations and was four meters wide.

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Vehicle Entrance (№ 10).

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Workers' Entrance (№ 11).

Railroad Entrance (№ 12).

Llublino Railroad Passenger Station (№ 13).

Llublino Railroad Station Building (№ 14).

Railroad Car Repair Shop (№ 15). It was independant of the plant.

Locomotive Carbarns and Repair Shop (№ 16).

Revolving Bridge for Changing Tracks (№ 17).

RAW MATERIALS

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The plant did not import raw materials or derivatives from foreign countries. Most raw materials were brought in by rail in unknown quantities.

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Articles were not stored on the premises.

WATER SUPPLY

The Plant had a water tank (№ 6).

POWER

Electricity was obtained from Moscow's power supply. The installation did not have any electric generators. It had a small electric transformers suspended outside on a post next to the electric shop. A brick 12 or 13-meter smoke-stack was located next to Shop № 6. The plant had sufficient power; there was never any lack of electricity except when there was damage and only for the time it took to repair it. No provisions for supplying electricity in an emergency were provided. There were no nearby dams.

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TRANSPORTATION

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Two standard gauge railroad sidings entered the installation on the east and west. The first was connected with the Llublino railroad station line which went to the Caucasus and the second connected with a freight station on the wast. Railroad facilities were not being extended; they were in good condi-
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tion. There were no loading and unloading facilities.

the majority of in-coming and out-going materials were transported by train. Insde there were a number of two-meter wide asphalted streets going from one installation to another; they were always open to traffic and were considered adequate for the plant's needs. It had four 3-metric-ton ZIL trucks, a garage, and a small repair and mainte-
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nance shop.

STORAGE

There were no storage facilities. Products were shipped out immediately to their destinations.

PRODUCTION FIGURES

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Eight or ten centrifugal pumps were turned out a month. Five washing machine cars were assembled for
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the Army each month.

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WORKING CONDITIONS

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The plant had a 46-hour work week; i.e. 8 hours Monday through Friday and six

hours on Saturdays. The shop chief granted vacations according to the need and only on the condition that the work would not be neglected. Normally vacations lasted 12 days plus holidays for those workers who had been employed at the plant for less than three years. The others got 15 days leave plus holidays. Salaries were paid according to category and the amount of work done. Since most of the work consisted of repairs; a price, category, and number of hours for each job were set. The sooner it was finished the more pay they received.

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For each outside job they received 600 rubles. Sanitary conditions were good; each shop had good ventilation and was clean. The plant had an infirmary and a polyclinic located near the plant manned by specialized personnel.

SECURITY

Six armed guards, who belonged to plant personnel and were stationed at the personnel entrance, checked propusks of persons entering and leaving the plant. At night two guards patrolled the inside of the wall. Usually two and sometimes three armed guards were on duty. Visitors had to get an authorization from the personnel chief and leave their passports after explaining the reason for their visit. The propusk was left with the guard and picked up on the way out and returned to the proper authority. Personnel had access to all plant installations. There was no fire brigade and no anti-atomic safety measures were used.

ORGANIZATION AND PERSONNEL (See attached sketch)

The plant had 600 employees; 400 were specialized workers and the rest belonged to administrative personnel.

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1 Shop Chief and Assistant

1 Plans File Clerk

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1 Draftsman

2 Workers for shop repairs

1 Economist

1 Administrative office clerk

8 Brigades of three men each (1 engineer, 1 electrician, and 1 turbine mechanic). These were sent out to different points in the USSR.

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No prisoners, convicts, or foreigners worked here.

There were no strikes, complaints, or priviledges, errors in work that were not justifiable.

DEFICIENCIES, IMPROVEMENTS, AND PROMOTION OF PRODUCTION

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no efforts to increase production under the last Five Year Plan.

There were no difficulties to prevent fulfillment of the Plan and no falsification of figures to cover deficits.

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